assistance and collaboration of foreign experts is as follows:—

Radar/Navigational Aid	Location	Date of completion
Radar	Trivandrum	May, 1994
Instrument Landing System	Nagpur	February, 1993
Radars and navigational aids	Bombay	October, 1995
Radars and navigational aids	Delhi	October, 1995

(d) The number of civil aerodrome to be covered in first phase during 1994-95 is as follows:—

Radar ..... 4 airports

High tech navigational aids.

(a) ILS ..... 13 airports
(b) VOR ..... 31 locations
(c) DME ..... 16 locations

During Second phase:—

Radar ..... 6 airports

High tech navigational aids.

(a) ILS ..... 6 airports
(b) VOR ..... 11 locations
(c) DME ..... 27 locations

(e) Expenditure involved on improvement of airports in the North- Eastern Region is shared between North Eastern Council and NAA in the ratio of 60: 40.

Conversion of IA and AI into Limited Companies

505. SHRIMATI VEENA VERMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Indian Airlines and Air India have been converted into limited companies;

(b) if so, what is the revised structure of these companies, indicating the private and foreign participation therein; and

(c) what steps have been taken and are being taken to augment their resources?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air India Limited and Indian Airlines Limited were incorporated under the Companies Act, 1956 on 1st May, 1992. The Undertakings of Air India and Indian Airlines will stand transferred to the two public limited companies on 1st March 1994, in accordance with the notification issued by Government in pursuance of provisions of Air Corporations (Transfer of Undertaking & Repeal) Ordinance, 1994. The authorised capital of Air India Limited and Indian Airlines Limited is Rs. 500 crores each.

(b) the scheme of restructuring of Air Corporations into public limited companies does not envisage disinvestment of Govt. equity. A portion of additional equity will be offered to workers and employees of airlines and public at the appropriate time.

(c) On restructuring, Air India Limited and Indian Airlines Limited will be able to mobilise funds by issue of fresh equity apart from raising resources from financial institutions etc.

Operation of Private Airlines in Place of Vayudoot

506. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have decided to permit private airlines to operate in the sectors previously covered by Vayudoot; and

(b) if so, what are these airlines and the respective sectors to be covered by them?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Private Air Taxi operators have been allowed to operate to all the 93 authorised airports. A few operators are providing services on some of the routes earlier operated by Vayudoot Limited. A statement containing the list of Air Taxi operators and the respective sectors being operated by them, is enclosed.